Quick Start User Manual

FIRMWARE VERSION 2.8/3.7/4.0/5.0

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WARNING

Vehicle operator should focus primary attention to the road while using the *Interceptor*. The information provided by this device should be observed as part of a normal sequence of observations performed in the operation of the vehicle, as with any gauge or other instrumentation. *Interceptor* settings should be changed only during conditions when it is safe to do so. Focusing on the road should be the primary concern of the driver. Aeroforce Technology shall not be held liable in any way for any incidental or consequential damages to the vehicle, driver, passengers, and or other involved parties or property occurring while using the *Interceptor* scan gauge. Aeroforce Technology shall not be liable for technical or editorial errors or omissions made herein, nor for incidental or consequential damages resulting from the furnishing or use of this manual.

INSTALLATION

Read the instructions thoroughly before installation. It is recommended to download the complete manual from our website at: http://www.aeroforcetech.com/manuals.html and choose firmware version 2.X for the standard GM or Ford gauge, version 3.X for the CAN gauge, or 4.x for the ISO gauge. Look at the back of your gauge for the exact version. The gauge features change frequently and this will ensure that you get the latest updated version.

1. **Configure gauge bezel and face if desired.** Unscrew bezel and lift off the lens and face. Once the face and lens is off, do not touch the LCD display. It will scratch very easily. The lens has a scratch resistant coating on the outer facing surface, and this surface may have a colored mark near the outer edge. Also, the outer surface has a "rounded/smooth" edge, the inner surface a sharp edge. When re-assembling make sure this outer surface remains facing the outside of the gauge. The other side of this lens can easily be scratched. Be careful when handling this lens. In the retail box you will find an additional silver bezel and white face. Re-assemble the gauge using any combination of face and bezel desired. When screwing on the bezel, do this carefully as to not cross thread it. If threaded properly it should turn about 2 to 2 ½ times before being tight.

2. **Make sure the car's ignition is turned off.**
3. **Run included 9' main cable, and three wire mini cable, from the OBD2 connector (do not plug in yet) to the location of the *Interceptor(s)*.** The ***Interceptor*** will fit in any 2 1/16" or 52mm gauge pod, or can be mounted in a custom fashion anywhere within 5 feet of the OBD2 connector. The OBD2 connector is located under the dash on either side of the steering column.
4. **lug both cables into the back of the *Interceptor*.** *See figure 1.* Press the ***Interceptor(s)*** into the gauge pod or mounting hardware.

5. **Plug the main cable connector into the OBD2 connector.** The data, ground, and power come from this connector.

6. **Connect 3 wire mini connector power if required*.** Remove the **jumper** next to the main connector if connecting to external power. This jumper is required for OBD2 port power only. Connect separate **red** power wire, which exits the middle of the 3 wire mini cable to a switched 12v line or circuit in the vehicle (**for 2005-7 Cobalt SS do not use power wire from stock boost gauge**). These circuits are commonly known as "accessory" circuits because they are only "hot" when the ignition is turned on. A recommended way of doing this step is to use a product called an "*Add a Circuit*", made by *Littelfuse*, available at most car parts outlets. These kits, which sell for under $10, allow you to easily use an existing circuit in the fuse block, such as the power windows, sunroof, etc. to power the gauge only when the ignition is on, known as ACC circuits.

   This power wire is not needed on most vehicles. The gauge draws less than 50mA when turned off. 2005-2007 Cobalt SS and 2005-2006 Redline Ion may need this connection, as do some early OBD2 GM and Ford vehicles made from 1994-2001 such as the Power Strokes, most general ISO applications, as well as most Pontiacs made from 1996-2003. If the gauge is not turning on or off properly, or you are seeing excessive battery drain on any vehicle, you can force it on and off at the proper time by removing the small 2-pin jumper on the rear of the gauge and connecting the red wire to switched 12v as described above. This step also removes battery power from the gauge when the vehicle is turned off. Optionally you can turn on the gauge by hitting either button on the front face after the ignition is turned on. Do not remove the jumper if using this method. The jumper is only removed when using switched 12v for power.

7. **Connect the 0-5v analog inputs (optional).** You will see 3 pins above the main connector on the back of the gauge as shown in *figure 1*. The 2 outer pins connect to the analog inputs. The center pin is **an input only** for switched 12v power, it is not to be used as a source for 12v power for external sensors. The right side pin, when looking at the rear of the gauge, goes to analog input 1. The left pin is for analog input 2. See *figure 1*. Included in the gauge packaging is a 3 wire cable that connects here. The green wire goes to analog input 1, the white to analog input 2. These inputs can be used to read the outputs from pressure senders, A/F ratio analog outputs, 2 or 3 bar MAP sensors, or any voltage up to 5v that you want to monitor and/or record. You can scale these signals with a menu function. **Connecting a signal higher that 6V DC can damage these inputs.**

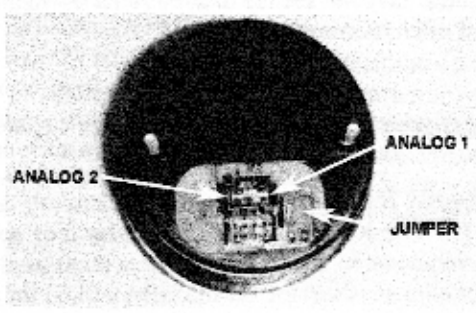

Figure 1

8. **Turn vehicle on.** When powered up for the first time, the ***Interceptor*** will take you to "**Setup**" and ask you to edit a list of parameters that will then be available for scan. At any later time you can return to the menu function (hby hitting both buttons at same time) called "**Setup**" and edit this. Once in this mode, you may or may not be asked to first select your vehicle type from the list. You'll then see a list of parameters that you can select for display that apply to your vehicle. Use the left button to scroll down through the list, and the right button to select a parameter. Once selected, that parameter will have an * next to it. A selected parameter can be deselected the same way, with the right button. You'll be able to choose any parameter on the list, but be aware that not all vehicles will support all parameters. Once in **Scan** mode, if an unsupported one is chosen, typically the gauge will display a black screen or show the unchanging value of the previous parameter selected. You should consult the parameter lists by manufacturer in the appendix of the full manual for assistance in choosing parameters.

9. **Scanning**: Once the ***Interceptor*** has been installed and setup completed, with the vehicle on, you will see an upper and lower field containing a description and parameter value. The left button will change the upper parameter field, the right button the lower. One quick push of the button will toggle to the next parameter. Fuel economy and horsepower will be available on only those cars using a Mass Air Flow sensor or a calculated air flow.

Duals may not power up at exactly the same time.

Powering down

The ***Interceptor*** will automatically shut itself off within seconds of the ignition being turned off. Dual units may not power down at exactly the same time, and both duals and singles may momentarily power back up when the doors are locked or unlocked. Under rare circumstances the gauge may not see the data bus shut down and will time out and shut off after 10 minutes.

Precautions

Unplug the ***Interceptor*** before disconnecting the battery or performing engine work to prevent damage to the unit.

The ***Interceptor's*** display is designed to operate continuously at temperatures up to 150 deg. F (70 deg. C). The display may appear "washed" out for a minute or so due to extreme heat if exposed to direct sunlight in hot climates after the car has been parked for an extended period of time. If the gauge is mounted in such a way that it can be exposed to direct sunlight, such as on top of the dash, you may want to consider a windshield shade, or unplugging the display for a minute or two until it and the car cool off a little. Unplug the gauge if the vehicle will not be used for more than 5 days and you are getting power from the OBD2 port.

The complete user manual including in-depth explanations of all the many functions available on your Interceptor gauge can be found and downloaded from our website at:
http://www.aeroforcetech.com/manuals.html and choose firmware version 2.X for the standard GM gauge or version 3.X for the CAN gauge., 4.X for the ISO gauge, 5.X for Audi/VW.

This complete manual can also be accessed from the navigation bar on our website, www.aeroforcetech.com.

For technical or general questions on the use of this product please visit our technical forums at http://aeroforcetech.com/forum. If you need service or suspect a problem please email us at service@aeroforcetech.com.